

SUZUKI VX800





Designed in U.S. Suzuki's Design Studio in California starting in 1986 and first produced in 1990 Production continued until 1997, there were four variations: Japanese with a slightly shorter frame, European equipped with the pre-production 75-degree crank pin offset for smoother operation at high engine speeds, American, from 1990 to 1993 only, equipped with the Intruder's 45-degree crank pin offset as American riders claimed the 75-degree crank offset made the engine feel dull and lifeless and the overall gearing was lowered for better acceleration - Model VS51A, 45-degree crank pin offset, model VS51B, 75-degree crank pin offset. The 805cc V-Twin 8



valve, sohc 63 bhp engine was derived from the Intruder 750, with a 3 mm larger bore to increase displacement, and larger 36 mm carburetors replacing the 34 mm units.

From behind and the shape of the seat/tail fairing blending in to the large tank appears very stylish. from the front and the tank shape looks completely wrong you wonder where the fairing is but from either direction your eyes are eventually taken to very imposing engine. Fins have been added to the outside of the cylinders over the water jacket making the engine appear larger than otherwise and the radiator has been carefully tucked away at the front.

The 19 litre fuel tank gives between 120 and 190 miles before reserve the difference that reflects how radically the fuel consumption can change with type of

use At a steady 60mph you may reach 70 mpg much higher speeds as low as 35 mpg. 80 mph on the motorway and 70 mph on single carriageways will give you 45-55 mpg. And E5 fuel is highly recommended, you may even want also to use a additive to stop the harmful effects of ethanol. After all this is a classic bike now and may be as much as 35 years old

Shaft drive is great and there is no shaft reaction Gearbox works very well, and if it clunks it can only mean your clutch is badly adjusted.

The VX is a comfortable bike to ride with plenty of pillion room, it makes sense to put a small screen on especially for touring. Hard luggage systems are still available.

Rear suspension is adjustable for spring pre-load, compression and rebound damping. After maybe 35 years there is a good chance standard rear shocks are worn out, Hagon can do a very nice set. Front end is not adjustable and you may suffer some dive problems riding fast or two up. This can be alleviated by changing the grade of fork oil or using a mixture of grades. An old dodge is to use car valve springs as an extra spacer to stiffen forks. The bike can tend to fall into corners, dropping the yokes on the forks half an inch cures this, but pre load must be improved or there may not be enough clearance when forks are compressed.



Back brake is an opposed piston job looking different but just the same as fitted to



a long line of GS Suzuki's. Clean it out regular and it will work fine. At the front it is a single twin pot job, the front brake works just fine under normal use though it can get hot under repeated hard application.



Standard tyres were Metzeler ME33, 110/80 x 18, at the front end and a Metzeller ME55, 150/70 x 17 at the back end. Non of my Suzuki's ever felt quit right on Metzellers, both Bridgestone and Dunlop felt much better.







Air cleaners are separate paper disposable, Suzuki recommend cleaning them at 4,000 miles and replacement at 7,500 miles. When you go to change them at the recommended interval you will find that this rear one does need changing and the front one doesn't so you can make them last longer by swapping them around or replacing rear one only.

Valve clearances are by locknut and screw and seem to stay within tolerance. They should be checked every 4,000 miles and though they can be a bit tricky to get at but it becomes easier with practise. Oil and oil filter are changed at 8,000 miles.



There are not so many VX800 around now days, but they are still a good bike, and a bike that is easy home maintenance. Good for touring or commuting. I have owned two! So they must have done something right

Steve Redpath-Bergman

Specs etc via Wikipedia